

**CPAM 2005-0007, Arcola Area/Route 50 Comprehensive Plan Amendment  
April 17, 2006 Planning Commission Public Hearing**

**Summary of Comments**

The Planning Commission Public Hearing for CPAM 2005-0007, Arcola Area/Route 50 Comprehensive Plan Amendment was held on April 17, 2006. Twenty three members of the public spoke at the public hearing. In addition, nineteen written comments were received. Below is a synopsis of the comments. Audio tapes of the April 17, 2006 Public Hearing are available from the Loudoun County Department of Planning. In addition, the public file is located in the Loudoun County Department of Planning, which includes all written comments and materials produced to date. The comments have been organized by topic as follows:

**1. Land Use**

Many comments were received regarding the proposed land use changes. Written comments have also been received regarding proposed text and policy revisions for land use within the Route 50 corridor.

Several speakers supported the proposed changes and policies, stating that they would enhance the Route 50 corridor and the Village of Arcola and bring needed services and amenities to the South Dulles community. Several speakers commended the efforts of the Route 50 Task Force and stated that it was a true public/private partnership.

Comments were made suggesting that no changes be made to the Revised General Plan. One comment stated that Arcola should remain the way it is. Other comments pertain to the Route 50 Task Force's purpose being for aesthetic and landscape improvements along the corridor. It was suggested that these improvements could be accomplished without increasing residential and commercial development. One comment was made that the area west of Broad Run creek should be within the Village Transition Area.

Suggestions were made to retain the existing Industrial land use designation in order to protect the Washington Dulles International Airport. Concerns were raised about the availability of land for Industrial uses. It was suggested that sufficient land for such uses remains along the Route 606 corridor. Comments were also made in support of increasing employment opportunities within this area and the need to bring jobs closer to where people live.

Several concerns were raised pertaining to the proposed increase in residential and retail uses. In particular, it was noted that the road system, schools, and other services are already overburdened by existing development and are not adequate for increased residential densities. Concerns were raised regarding

the increased tax burden associated with the increase in residential and retail development. It was suggested that a cost/benefit analysis be conducted in order to estimate impacts.

One comment was made that land planning needed to take into consideration small landowners and small businesses.

a. Residential Density

Many comments were received regarding increasing residential densities within the corridor. In addition, draft policy language was provided to the Commission at the Public Hearing. It was suggested that higher residential densities are more appropriate adjacent to the airport. Suggested changes include increasing residential densities from the 16 dwelling units per acre currently proposed to 24 and 30 dwelling units per acre and allowing 100% residential developments at densities up to 24 dwelling units per acre within the Village Transition Area. Suggested policy revisions were also provided regarding the land use mix for high-density, mixed use projects; specifically, a minimum of 20% of the gross acreage of the site should be developed as open space, public, and civic uses. Concerns were raised regarding permitting residential development in close proximity to the airport.

b. Retail

Several comments were received regarding the need for retail services, entertainment, and other amenities along the corridor. Specific comments were made regarding the planned land use designation change from Corridor Retail to Business south of Route 50. It was suggested that the existing Corridor Retail land use designation and policies be retained for properties south of Route 50. One comment suggested amending the Revised General Plan to include clarifying language for the area designated Corridor Retail. Proposed text amendments would permit a mix of land uses north of Route 50 and west of the Loudoun County Parkway consisting of corridor retail and office uses up to 0.4 floor area ratio (FAR). Other suggestions include changes to draft policies permitting destination retail uses within the area bounded by Route 659 and 606 between the North Collector Road and Tall Cedars Parkway. Another comment supported the draft policies permitting retail development in excess of the land use mix recommended in the Business Community policies of the Revised General Plan.

Other comments included: the retail study shows that approved retail space more than adequately meets the area's needs through 2030; the proposed development will hinder tourism rather than enhance it; big box will destroy the charm of the area; destination retail uses are regional and do not serve the community; existing land uses should be retained for employment purposes; and increased retail would promote the need for increased residential west of the corridor. One comment was made regarding the draft policies being very positive for tourism opportunities.

## 2. Transportation

Several comments were received regarding the existing traffic problems along Route 50. One comment suggested the need for a traffic analysis. It was also suggested that the proposed CPAM would help alleviate the traffic problems by reducing the need for residents to travel outside of the area for employment and retail. Concerns were raised regarding local roads being used as commuter roads, which are not designed to handle the large amounts of traffic. A suggestion was made that increased development should not be permitted until infrastructure problems are solved. One comment was made that developments under existing zoning would not solve the road network problem while another comment was made that overbuilding will not lead to long-term improvements.

Comments were also made regarding the proposed road alignments and the timing of CTP changes being incorporated into CPAM 2005-0007, Arcola Area/Route 50 Comprehensive Plan Amendment.

A concern was raised regarding the planned alignment for the West Spine Road. Specific comments relate to the realignment of this roadway in an effort to avoiding impacting an existing gas station (Croson's Store).

Comments also pertained to eliminating direct access onto Route 50. The suggestion was made that access to Route 50 be phased out in time when adequate roads are available. Direct access should also be permitted so that businesses can be established before the access is removed.

## 3. Design

Several comments were received regarding the positive changes to the Route 50 corridor proposed in the CPAM and expressed support for the creation of a "gateway" corridor. Suggestions were made regarding reducing the 300-foot open space easement along Route 50 called for in the Retail Plan to 50 feet. One suggestion was made to improve the design aesthetics of the corridor by providing amenities such as courtyards, plazas, or other open space amenities. Draft language was provided proposing orienting buildings toward Route 50 with pedestrian linkages to adjacent properties.

## 4. Other Comments

One comment pertained to the public hearing being scheduled in the midst of area spring breaks and recommended that an additional public hearing be scheduled. Comments were also received commending the Route 50 Task Force for involving citizens; however, other comments were made pertaining to the need for more public participation, in particular in regards to the surrounding residential communities.

5. Comments not Directly Related to the Draft Policies

Other comments received not directly related to the draft policies pertain to: the incorporation of a landscape buffer along Route 50 rather than large parking and building setbacks; the widening of Route 50 to incorporate the median side of the right-of-way rather than to the perimeter of the existing right-of-way; adoption of an incentive program to improve the corridor; development of a mixed-use business zoning district; additional retail uses within CLI zoning district; and the need to keep the concept of the transition from suburban to rural.